INTERSTATE 405 Project Team
Congestion Relief & Bus Rapid Transit Projects

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Request For Proposals
I-405, SR 520 to SR 522 Stage 1
Design-Build Project

ATTENTION: All Short-listed Proposers

Response To Questions No. 1

1. **Question**: With reference to RFP; Appendix O1 - Design Decisions - Executive Summary of Construction Staging Options, WSDOT states that "The following two options are considered feasible, though not preferred by all disciplines." Both southbound and northbound mainline detour horizontal alignments would require an exception to the stopping sight distance standards for the required freeway detour design speeds. Will WSDOT grant the Design Builder exceptions to stopping sight distance design standards in order to make the detour geometry feasible? Would this require an ATC?

   Response: Section 2.22.4.2.1.1 of the RFP requires a design speed of 60 MPH during construction. The design speeds calculated for the options included in Appendix O1 - Design Decisions - Executive Summary of Construction Staging Options account for stopping sight distance requirements. Exceptions to the stopping sight distance design standards and speed reductions (Refer to Section 2.22.4.2.1.5.) would require an approved ATC.

2. **Question**: General Provisions, 1-08.11(2) Project Measures:
   The maximum total award for the Quality Key Measure is $50,000; however the Criteria Awards add up to $100,000. Similarly, the maximum total award for the Environmental Compliance Key Measure is $350,000; however the Criteria Awards add up to $500,000. Please clarify if the Criteria Award amounts within a Key Measure should total the maximum award amount for that Key Measure:

   Response: The “Total Maximum Award” for each subsection of 1-08.11(2) will equal the “Maximum Possible Award” listed for the Key Measures in Table 7.

3. **Question**: ITP Section 3.5.2.1. Five years experience is specified for the Public Information Specialist position. It is clear that the Design-Builder's Public Information Specialist will serve in a supportive role to the existing I-405 WSDOT Communications team, implementing policies and communications activities in the field in compliance with their overall guidance and higher-level communications activities. Is it possible that you would consider reducing the experience requirement to three years, or to having worked on at least two related projects? We believe that this would more cost-effectively staff this position, and acknowledge the key leadership and policy roles that will continue to be played by the I-405 WSDOT team.

   Response: The requirement has been reduced to 3-years.

4. **Question**: Technical Specifications section 2.7.4.1 states the design-builder should design the pavement section of a 50-year ESAL count of 150 million for each direction. Should we use the lane distribution from the CORSIM model output or will WSDOT provide lane distribution factors for proportioning the EASLs between the HOV lanes and the individual general purpose lanes?

   Response: The Design-Builder shall follow the guidelines set forth by the AASHTO Guide for the Design of Pavement Structures, 1993. The Design-Builder shall use the same distribution factors across all lanes, including the HOV lane. A stepped section will not be allowed.

5. **Question**: When will the Design Manual for Design-Build Projects (M22-02) be released to the public? If not within the next four weeks will WSDOT revise the mandatory standard to reference the Design Manual (M22-01) instead? Technical specs section 2.12.2.1.

   Response: The Design Manual for Design-Build Projects will not be "released to the public". An electronic copy was provided with the Final Draft RFP. This copy should be used for development of the Proposal.

6. **Question**: Appendix M1. Table RT.07.1 of the Hydraulics Manual referenced on drawing DR-9 does not provide the width for the Ecology Embankment. The Preliminary Hydraulics Report in Appendix H-1 uses MGS Flood to develop a width estimate based on flow, that is not specifically described in the Highway Runoff Manual on Page 5-75. Should the Seattle, 2-year rainfall coefficients for "m" and "n" from Fig 2-5.4A from the Hydraulics Manual be used to calculate the width of the Ecology Embankments shown on Sheet DR9, Ecology Embankment detail.

   Response: Since ecology embankments are an on-line flow treatment facility located in front of the flow control facility, the Highway Runoff Manual (HRM) requires that MGS Flood be used to determine the design flow rate. The design flow rate by MGS Flood is the flow rate that corresponds to the runoff volume that is greater than or equal to 91 percent of the hourly runoff volume entering the treatment facility. See HRM Section 4-3.1.1, "Upstream of Flow Control Facilities, On-Line". Additionally, there has been an update to the HRM that confirms that MGS Flood should be used to determine the width of the ecology embankment. The following link takes you to the updated material (New page 5-76 for the HRM) http://www.wsdot.wa.gov/environment/wqec/HRMupdates.htm

   Do not use the Seattle, 2-year rainfall coefficients for "m" and "n" from Fig 2-5.4A from the Hydraulics Manual to calculate the width of the Ecology Embankments.

7. **Question**: Appendix O4, Design Parameters, pages 2 & 3. Mainline I-405, ramps and NE 116th Street: Stopping Sight Distance Determination states, "SEE SPREADSHEET." Will WSDOT provide this spreadsheet?

   Response: The information on the Design Parameter Tables is to be completed and maintained by the Design-Builder during design as stated in 2.11.4.1. A sample copy of the stopping site distance spreadsheet has been added to Appendix O4 for the Proposers' information. The Design-Builder is required to develop and use an appropriate calculation methodology to check stopping sight distances.

8. **Question**: Do you have accurate as-builts of the existing storm drainage system - i.e elevations and coordinates of inverts at structures and pipe/structure sizes

   Response: Drainage inverts were not surveyed in the development of the Kirkland Nickel Conceptual Design. The Conceptual Design for drainage was based primarily upon as-designed plans for the Northup to Bothell HOV and SC&DI Stage 1 contract. The structure notes, plans, profiles and details related to drainage from the advertised plan set in PDF format are included with this transmittal.

9. **Question**: The Appendix O6 landscape quantities do not list Forbes West only Forbes East. Does Forbes East include Forbes West?

   How accurate are the quantities?

   Response: In Appendix O6, the Forbes Lake West Site is listed as Wetland Development Forester/Van Alstyne Site. The quantities for the Thrashers Site have been added to the RFP as Appendix O6A.

   The quantities in Appendix O6 are of the accuracy typical of a 30% design effort. The accuracy associated with the Wetland Mitigation Sites is more typical of a 90% design effort. No quantities are warranted as accurate in accordance with Section 1-02.2.

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